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(54) **Method and arrangement for handover warning in a vehicle having autonomous driving capabilities**

Verfahren und Einrichtung zur Übergabewarnung in einem Fahrzeug mit autonomer Fahrfähigkeit

Procédé et agencement pour avertissement de transfert de commande dans un véhicule possédant des capacités de conduite autonome

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Description

TECHNICAL FIELD

[0001] Embodiments herein relate to an arrangement for handover warning in a vehicle having autonomous driving capabilities.

[0002] Further embodiments herein relate to a method for handover warning in a vehicle having autonomous driving capabilities.

[0003] Still further embodiments herein relate to a vehicle having autonomous driving capabilities comprising an arrangement for handover warning.

BACKGROUND OF THE INVENTION

[0004] One area of automotive vehicle technology that is evolving rapidly is the area of autonomous or semi-autonomous drive capabilities. This is enabled through the introduction of sensors, for sensing vehicle parameters and surroundings, and actuators, for controlling different vehicle functionalities, such as steering, throttling and braking. Increased on-board data processing capabilities ties together these sensors and actuators such that the autonomous or semi-autonomous drive capabilities are enabled.

[0005] When the vehicle runs in autonomous mode, which means the driver does not perform maneuvers, it usually requires multiple data sources as inputs to perform the autonomous driving, such as detection of surrounding vehicles, traffic lanes, obstacles, data from navigation systems and so on. However, should one or more of these inputs not be available, there might not be sufficient information to perform autonomous driving. In such cases a driver-handover may be requested in order to ensure road safety.

[0006] A previous document, US8433470, relates to a user interface for displaying an internal state of an autonomous driving system. In the event of an emergency situation identified by a control computer of the automated vehicle, it may immediately convey this information to a passenger in a variety of ways. For example, if the control computer is no longer able to control the vehicle safely, illuminated indicators may change color, to inform the user of the immediate need to take control of the steering wheel. The control computer may also send audio alerts to the passenger stating that there is an emergency and the passenger is required to take control of the steering wheel. The control computer may further use cameras to scan the passenger's eyes and/or other features. If the control computer determines that the eyes are closed or the body is slumped over (e.g. the passenger is sleeping or under the influence of drugs or alcohol), the control computer may take emergency control of the vehicle and use audible alerts to wake or otherwise get the attention of the driver.

[0007] However, during autonomous driving a vehicle driver may be otherwise occupied e.g. resting, reading,

watching a movie or similar, which depending on the circumstances will affect the vehicle driver's readiness to respond to a request to assume manual control of the vehicle.

[0008] An attempt at accounting for the vehicle driver's readiness is described by document DE 10 2011 082 375 A1, which is considered as the closest prior art and relates to a controller and a method for relieving the strain on a driver during the management of a vehicle. Depending on embodiment, the controller can, both at the takeover as well as the return of the guiding of the vehicle, monitor and take into account a driver's attention level. For example, the takeover of guiding the vehicle at too low an attention, for example at a recognized driver fatigue, may be refused and instead a warning signal be output. In addition, upon returning, the guidance of the vehicle at a low attention of the driver, guidance of the vehicle is maintained by the controller and / or a warning signal is output and only at a later time the guidance of the vehicle is handed over to the driver.

SUMMARY OF THE INVENTION

[0009] Embodiments herein aim to provide an improved arrangement for handover warning in a vehicle having autonomous driving capabilities and a vehicle controller arranged to control unmanned autonomous travel.

[0010] This is provided through an arrangement comprising: monitoring means, arranged to monitor if there is a need to transition from unmanned autonomous travel to manual control of the vehicle; a detecting arrangement, arranged to monitor a vehicle driver and evaluate the vehicle driver's readiness to assume the act of driving the vehicle; a warning arrangement, arranged to provide warning information when driver-handover is requested by the monitoring means, which warning arrangement is further arranged to adapt warning information timing in respect to the evaluated vehicle driver's readiness to assume the act of driving the vehicle; a warning output system, arranged to output the time adapted warning information to a vehicle passenger compartment.

[0011] Utilizing an arrangement of the above kind provides for ensuring that an inactive vehicle driver is given adequate time to prepare for a handover from unmanned autonomous travel to manual control of the vehicle.

[0012] According to a second aspect the warning arrangement is further arranged to adapt warning information timing such that the warning output system will output the warning information earlier if the vehicle driver's readiness to assume the act of driving the vehicle is detected as low, and later if the vehicle driver's readiness to assume the act of driving the vehicle is detected as high.

[0013] Through adapting the warning information timing as above is provided for tailoring the amount of time given an inactive vehicle driver to prepare for a handover from unmanned autonomous travel to manual control of the vehicle to the current readiness level of the vehicle

driver.

[0014] According to a third aspect the warning arrangement is further arranged to adapt warning information emergency such that the warning output system will output the warning information with higher emergency if the vehicle driver's readiness to assume the act of driving the vehicle is detected as low, and lower emergency if the vehicle driver's readiness to assume the act of driving the vehicle is detected as high.

[0015] Through adapting the warning information emergency as above is provided for tailoring the emergency level of the warning information to the current readiness level of the vehicle driver, such that the emergency of the warning information corresponds to the amount of time given an inactive vehicle driver to prepare for a handover from unmanned autonomous travel to manual control of the vehicle.

[0016] According to a fourth aspect the detecting arrangement further comprises driver monitoring sensors and input arrangements comprising at least one of a driver monitoring camera, a steering wheel torque sensor and a seat position detection arrangement.

[0017] The provision of driver monitoring sensors and input arrangements as above provides for qualitative determination of the current readiness level of the vehicle driver.

[0018] According to a fifth aspect the monitoring means are arranged to monitor the availability of inputs to the vehicle controller for monitoring if these are sufficient for maintaining unmanned autonomous travel of the vehicle or if there is a need to transition from unmanned autonomous travel to manual control of the vehicle.

[0019] The provision of monitoring if inputs to the vehicle controller are sufficient for maintaining unmanned autonomous travel of the vehicle provides the monitoring means with a qualitative base for its driver-handover requests.

[0020] According to a sixth aspect the monitoring means are arranged to monitor the availability of inputs to the vehicle controller comprising inputs from at least one of onboard systems for detection of surrounding vehicles, detection of traffic lanes, detection of obstacles and systems for providing navigation data.

[0021] The provision of monitoring the availability of inputs from at least one of onboard systems for detection of surrounding vehicles, detection of traffic lanes, detection of obstacles and systems for providing navigation data provides the monitoring means with a qualitative base for its driver-handover requests.

[0022] According to a seventh aspect the detecting arrangement further comprises driver monitoring sensors and input arrangements comprising a driver gaze direction determining arrangement.

[0023] The provision of a driver gaze direction determining arrangement provides for determining if the driver's eyes are on or off the road, which is useful for evaluating the vehicle driver's readiness to assume the act of driving the vehicle.

[0024] According to an eighth aspect the warning output system, is arranged to output the time adapted warning information to the vehicle passenger compartment as at least one of a visual warning, an audio warning and a haptic warning.

[0025] The provision of the time adapted warning information as at least one of a visual warning, an audio warning and a haptic warning provides for a high degree of certainty that the vehicle driver will be able to perceive the warning information.

[0026] According to a ninth aspect a motor vehicle having autonomous driving capabilities is provided which comprises an arrangement for handover warning, as described herein.

[0027] A motor vehicle having autonomous driving capabilities comprising an arrangement for handover warning, as described herein, will ensure that an inactive vehicle driver is given adequate time to prepare for a handover from unmanned autonomous travel to manual control of the vehicle.

[0028] According to a tenth aspect is further provided a method for handover warning in a vehicle having autonomous driving capabilities and a vehicle controller, arranged to control unmanned autonomous travel.

[0029] This is provided through a method comprising the steps of: monitoring if there is a need to transition from unmanned autonomous travel to manual control of the vehicle using monitoring means; monitoring a vehicle driver and evaluating the vehicle driver's readiness to assume the act of driving the vehicle using a detecting arrangement; providing warning information when driver-handover is requested by the monitoring means, and adapting warning information timing in respect to the evaluated vehicle driver's readiness to assume the act of driving the vehicle using a warning arrangement; and outputting the time adapted warning information to a vehicle passenger compartment using a warning output system.

[0030] Utilizing a method for handover warning in a vehicle having autonomous driving capabilities as above provides for an efficient method that allows for ensuring that an inactive vehicle driver is given adequate time to prepare for a handover from unmanned autonomous travel to manual control of the vehicle.

BRIEF DESCRIPTION OF THE DRAWINGS

[0031] In the following, embodiments herein will be described in greater detail by way of example only with reference to attached drawings, in which

Fig. 1 is a schematic illustration of a vehicle having autonomous driving capabilities comprising an arrangement for handover warning according to embodiments hereof.

Fig. 2 is a schematic illustration of an arrangement for handover warning in a vehicle having auto-

mous driving capabilities according to figure 1.

[0032] Still other objects and features of embodiments herein will become apparent from the following detailed description considered in conjunction with the accompanying drawings. It is to be understood, however, that the drawings are designed solely for purposes of illustration and not as a definition of the limits hereof, for which reference should be made to the appended claims. It should be further understood that the drawings are not necessarily drawn to scale and that, unless otherwise indicated, they are merely intended to conceptually illustrate the structures and procedures described herein. Like reference numerals designate like elements throughout the specification. In the specification, unless explicitly described to the contrary, the word "comprise" and variations such as "comprises" or "comprising" will be understood to imply the inclusion of stated elements but not the exclusion of any other elements.

DETAILED DESCRIPTION OF PREFERRED EMBODIMENTS

[0033] Figure 1 is a schematic illustration of a vehicle 2 having autonomous driving capabilities comprising an arrangement 1 for handover warning according to embodiments hereof.

[0034] For simplicity only passenger car vehicles 2 will be considered in the following description. However, the teachings provided herein may be expanded to consider commercial vehicles, such as buses, trucks and similar vehicles having autonomous driving capabilities, without loss of generality.

[0035] Figure 2 illustrates the arrangement 1 for handover warning in a vehicle 2 having autonomous driving capabilities and a vehicle controller 3, arranged to control unmanned autonomous travel according to an exemplary embodiment.

[0036] A vehicle 2 having autonomous driving capabilities will include a vehicle controller 3 for controlling unmanned autonomous driving. The vehicle controller 3 will e.g. pursue a route to a final destination, and control the vehicle 2 so that the vehicle 2 can perform autonomous driving along the route to the final destination in an unmanned manner. Usually, when a fixed or movable obstacle is present in the route to the final destination, the vehicle controller 3 will detect the object, using vehicle 2 sensor systems (not shown) such as one or more of a Radio Detection And Ranging (RADAR) sensor, a Light Detection And Ranging (LIDAR) sensor, a Light Amplification by Stimulated Emission of Radiation (LASER) sensor, an ultrasound sensor, an infrared sensor, an image sensor, or any combination thereof. Thereafter the vehicle controller 3 will control vehicle 2 actuators (not shown), such as steering, braking and throttle actuators, in order to avoid the detected obstacle, or temporarily halt vehicle 2 travel in order to avoid a collision with the detected object.

[0037] The arrangement 1 comprises monitoring means 4, arranged to monitor if there is a need to transition from unmanned autonomous travel to manual control of the vehicle 2. These monitoring means may comprise a processor (not shown), which is arranged to monitor one or more vehicle parameters while the vehicle 2 is performing autonomous driving. The term parameter is here used to identify a characteristic, a feature, a measurable factor or any other kind of recordable data which relates to a scenario where the vehicle 2 is performing autonomous driving.

[0038] A detecting arrangement 5, is arranged to monitor a vehicle driver 6 and evaluate the vehicle driver's readiness to assume the act of driving the vehicle 2. The vehicle driver's readiness to assume the act of driving the vehicle 2 may be detected as low or high, or graded anywhere there in-between. Evaluation of the vehicle driver's 6 readiness to assume the act of driving the vehicle 2 may be evaluated in dependence on whether the vehicle driver 6 is assuming a posture appropriate for the driving situation with respect to operating controls of the vehicle 2, such as steering wheel and pedals.

[0039] A warning arrangement 7, is arranged to provide warning information when driver-handover is requested by the monitoring means 4. The warning arrangement 7 is further arranged to adapt warning information timing in respect to the evaluated vehicle driver's readiness to assume the act of driving the vehicle 2.

[0040] A warning output system 8, is arranged to output the time adapted warning information (illustrated in figure 2 by arrow 12) to a vehicle 2 passenger compartment 9. In some embodiments hereof the warning output system 8, is arranged to output the time adapted warning information to the vehicle 2 passenger compartment 9 as at least one of a visual warning, an audio warning and a haptic warning.

[0041] In case of visual warning information, it may for example be output by means of one or more lamps or display devices (not shown). In case of audio warning information, it may for example be output by one or more speakers or horns in the form of e.g. a signal tone or voice announcement. In case of haptic warning information, it may for example be provided through vibrating the steering wheel, the driver seat or the accelerator pedal.

[0042] In a further embodiment hereof the warning arrangement 7 is arranged to adapt warning information timing such that the warning output system 8 will output the warning information earlier if the vehicle driver's readiness to assume the act of driving the vehicle 2 is detected as low, and later if the vehicle driver's readiness to assume the act of driving the vehicle 2 is detected as high.

[0043] Warning information timing may be adapted continuously should the evaluated vehicle driver's 6 readiness to assume the act of driving the vehicle 2 be graded anywhere in-between low or high and corresponding to the current grading. This enables a linear tailoring of the amount of time given an inactive vehicle driver 6 to prepare for a handover from unmanned autonomous travel

to manual control of the vehicle 2 to a current readiness level of the vehicle driver 6.

[0044] In a still further embodiment hereof the warning arrangement 7 is arranged to adapt warning information emergency such that the warning output system 8 will output the warning information with higher emergency if the vehicle driver's readiness to assume the act of driving the vehicle 2 is detected as low, and lower emergency if the vehicle driver's readiness to assume the act of driving the vehicle 2 is detected as high.

[0045] Warning information emergency may be adapted continuously should the evaluated vehicle driver's 6 readiness to assume the act of driving the vehicle 2 be graded anywhere in-between low or high and corresponding to the current grading. This enables a linear tailoring of the emergency of the warning information which corresponds to the amount of time given an inactive vehicle driver 6 to prepare for a handover from unmanned autonomous travel to manual control of the vehicle 2.

[0046] In certain embodiments hereof the detecting arrangement 5 further comprises driver monitoring sensors and input arrangements (illustrated in figure 2 by arrow 11) comprising at least one of a driver monitoring camera 5a, a steering wheel torque sensor 5b and a seat position detection arrangement 5c. The driver monitoring camera 5a may comprise processing means for performing image analysis, e.g. for determining a position of the vehicle driver 6. Use of driver monitoring sensors and input arrangements of the above described kinds provides for qualitative determination of the current readiness level of the vehicle driver 6.

[0047] In embodiments hereof the monitoring means 4 are arranged to monitor the availability of inputs to the vehicle controller 3 for monitoring if these are sufficient for maintaining unmanned autonomous travel of the vehicle 2 or if there is a need to transition from unmanned autonomous travel to manual control of the vehicle 2.

[0048] According to some embodiments hereof the monitoring means 4 are arranged to monitor the availability of inputs (illustrated in figure 2 by arrow 10) to the vehicle controller 3 comprising inputs from at least one of onboard systems for detection of surrounding vehicles, detection of traffic lanes, detection of obstacles and systems for providing navigation data. Onboard systems of the above kind may comprise systems such as a navigation system, such as a global positioning system (GPS) or equivalent, cruise control systems, so-called ACC (Adaptive Cruise Control) systems, which monitor the front area of the vehicle 2, with the aid of e.g. a radar sensor, and automatically regulate the distance to a preceding vehicle, as well as automatic lane-keeping systems and combinations of such systems.

[0049] In further embodiments hereof the detecting arrangement 5 further comprises driver monitoring sensors and input arrangements comprising a driver gaze direction determining arrangement 5a1. Hereby, for instance, it may be determined by the arrangement 1 for handover

warning that a driver 6 whose eyes are off the road will have lower readiness of responding when the vehicle 2 cannot perform autonomous driving. In such a situation, the apparatus will present warning information earlier and give the driver 6 longer time to prepare for the handover of the task of manually driving the vehicle 2.

[0050] According to the present application is also envisaged a motor vehicle 2 having autonomous driving capabilities and a vehicle controller 3 arranged to control unmanned autonomous travel that comprises an arrangement 1 for handover warning, as described herein.

[0051] Further, according to the present application is also envisaged a method for handover warning in a vehicle 2 having autonomous driving capabilities and a vehicle controller 3 arranged to control unmanned autonomous travel. The proposed method comprises the steps of: monitoring if there is a need to transition from unmanned autonomous travel to manual control of the vehicle 2 using monitoring means 4; monitoring a vehicle driver 6 and evaluating the vehicle driver's readiness to assume the act of driving the vehicle 2 using a detecting arrangement 5; providing warning information when driver-handover is requested by the monitoring means 4, and adapting warning information timing in respect to the evaluated vehicle driver's readiness to assume the act of driving the vehicle 2 using a warning arrangement 7; and outputting the time adapted warning information to a vehicle 2 passenger compartment 9 using a warning output system 8.

[0052] In accordance with the teachings hereof, use of vehicles 2 having autonomous driving capabilities with the proposed arrangement 1 for handover warning will ensure that an inactive vehicle driver 6 is given adequate time to prepare for a handover from unmanned autonomous travel to manual control of the vehicle 2.

[0053] Furthermore, accidents can be avoided as a driver 6 of an autonomously controlled vehicle 2 will be provided warning information such that a timely respond can be made by the driver should a request to assume manual control of the vehicle 2 be issued.

[0054] Although the above description only describes passenger car vehicles 2, the teachings provided herein may, without loss of generality, be expanded to consider commercial vehicles, such as buses, trucks and similar vehicles having autonomous driving capabilities, without loss of generality. The above-described embodiments may be varied within the scope of the following claims.

[0055] Thus, while there have been shown and described and pointed out fundamental novel features of the embodiments herein, it will be understood that various omissions and substitutions and changes in the form and details of the devices illustrated, and in their operation, may be made by those skilled in the art. For example, it is expressly intended that all combinations of those elements and/or method steps which perform substantially the same function in substantially the same way to achieve the same results are equivalent. Moreover, it should be recognized that structures and/or elements

and/or method steps shown and/or described in connection with any disclosed form or embodiment herein may be incorporated in any other disclosed or described or suggested form or embodiment as a general matter of design choice.

Claims

1. An arrangement (1) for handover warning in a vehicle (2) having autonomous driving capabilities and a vehicle controller (3) arranged to control unmanned autonomous travel, comprising:

monitoring means (4), arranged to monitor if there is a need to transition from unmanned autonomous travel to manual control of the vehicle (2);

a detecting arrangement (5), arranged to monitor a vehicle driver (6) and evaluate the vehicle driver's readiness to assume the act of driving the vehicle (2);

characterized in that it further comprises:

a warning arrangement (7), arranged to provide warning information when driver-handover is requested by the monitoring means (4), which warning arrangement (7) is further arranged to adapt warning information timing in respect to the evaluated vehicle driver's readiness to assume the act of driving the vehicle (2);

a warning output system (8), arranged to output the time adapted warning information to a vehicle (2) passenger compartment (9).

2. An arrangement (1) according to claim 1, **characterized in that** the warning arrangement (7) further is arranged to adapt warning information timing such that the warning output system (8) will output the warning information earlier if the vehicle driver's readiness to assume the act of driving the vehicle (2) is detected as low, and later if the vehicle driver's readiness to assume the act of driving the vehicle (2) is detected as high.

3. An arrangement (1) according to any one of claims 1 or 2, **characterized in that** that the warning arrangement (7) further is arranged to adapt warning information emergency such that the warning output system (8) will output the warning information with higher emergency if the vehicle driver's readiness to assume the act of driving the vehicle (2) is detected as low, and lower emergency if the vehicle driver's readiness to assume the act of driving the vehicle (2) is detected as high.

4. An arrangement (1) according to any one of claims 1 - 3, **characterized in that** the detecting arrangement (5) further comprises driver monitoring sensors and input arrangements comprising at least one of a driver monitoring camera (5a), a steering wheel torque sensor (5b) and a seat position detection arrangement (5c).

5. An arrangement (1) according to any one of claims 1 - 4, **characterized in that** the monitoring means (4) are arranged to monitor the availability of inputs to the vehicle controller (3) for monitoring if these are sufficient for maintaining unmanned autonomous travel of the vehicle (2) or if there is a need to transition from unmanned autonomous travel to manual control of the vehicle (2).

6. An arrangement (1) according to claim 5, **characterized in that** the monitoring means (4) are arranged to monitor the availability of inputs to the vehicle controller (3) comprising inputs from at least one of onboard systems for detection of surrounding vehicles, detection of traffic lanes, detection of obstacles and systems for providing navigation data.

7. An arrangement (1) according to claims 4, **characterized in that** the detecting arrangement (5) further comprises driver monitoring sensors and input arrangements comprising a driver gaze direction determining arrangement (5a1).

8. An arrangement (1) according to any one of the preceding claims, **characterized in that** the warning output system (8), is arranged to output the time adapted warning information to the vehicle (2) passenger compartment (9) as at least one of a visual warning, an audio warning and a haptic warning.

9. A motor vehicle (2) having autonomous driving capabilities and a vehicle controller (3) arranged to control unmanned autonomous travel, **characterized in that** it comprises an arrangement (1) for handover warning according to any one of claims 1 - 8.

10. A method for handover warning in a vehicle (2) having autonomous driving capabilities and a vehicle controller (3) arranged to control unmanned autonomous travel, comprising the steps of:

monitoring if there is a need to transition from unmanned autonomous travel to manual control of the vehicle (2) using monitoring means (4); monitoring a vehicle driver (6) and evaluating the vehicle driver's readiness to assume the act of driving the vehicle (2) using a detecting arrangement (5);

characterized in that it further comprises the steps of:

providing warning information when driver-handover is requested by the monitoring means (4), and adapting warning information timing in respect to the evaluated vehicle driver's readiness to assume the act of driving the vehicle (2) using a warning arrangement (7); and
outputting the time adapted warning information to a vehicle (2) passenger compartment (9) using a warning output system (8).

Patentansprüche

1. Anordnung (1) für eine Übergabewarnung in einem Fahrzeug (2) mit autonomen Fahrfähigkeiten und einer Fahrzeugsteuereinheit (3), die ausgelegt ist, eine unbemannte autonome Fahrt zu steuern, die Folgendes umfasst:

Überwachungsmittel (4), die ausgelegt sind, zu überwachen, ob es einen Bedarf gibt, von einer unbemannten autonomen Fahrt zu einer manuellen Steuerung des Fahrzeugs (2) überzugehen;
eine Detektionsanordnung (5), die ausgelegt ist, einen Fahrer eines Fahrzeugs (6) zu überwachen und die Bereitschaft des Fahrers des Fahrzeugs, den Akt des Fahrens des Fahrzeugs (2) zu übernehmen, zu beurteilen;
dadurch gekennzeichnet, dass sie ferner Folgendes umfasst:

eine Warnanordnung (7), die ausgelegt ist, Warninformationen zu liefern, wenn eine Fahrerübergabe durch die Überwachungsmittel (4) angefordert wird, wobei die Warnanordnung (7) ferner ausgelegt ist, die Warninformationszeitplanung in Bezug auf die beurteilte Bereitschaft des Fahrers des Fahrzeugs, den Akt des Fahrens des Fahrzeugs (2) zu übernehmen, anzupassen;
ein Warnausgabesystem (8), das ausgelegt ist, die zeitangepassten Warninformationen an ein Passagierabteil (9) des Fahrzeugs (2) auszugeben.

2. Anordnung (1) nach Anspruch 1, **dadurch gekennzeichnet, dass** die Warnanordnung (7) ferner ausgelegt ist, eine Warninformationszeitplanung derart anzupassen, dass das Warnausgabesystem (8) die Warninformationen früher ausgibt, wenn die Bereitschaft des Fahrers des Fahrzeugs, den Akt des Fahrens des Fahrzeugs (2) zu übernehmen, als gering detektiert wird, und später ausgibt, wenn die Bereitschaft des Fahrers des Fahrzeugs, den Akt des Fahrens des Fahrzeugs (2) zu übernehmen, als groß detektiert wird.

3. Anordnung (1) nach einem der Ansprüche 1 bis 2, **dadurch gekennzeichnet, dass** die Warnanordnung (7) ferner ausgelegt ist, eine Warninformationsdringlichkeit derart anzupassen, dass das Warnausgabesystem (8) die Warninformationen mit einer größeren Dringlichkeit ausgeben wird, wenn die Bereitschaft des Fahrers des Fahrzeugs, den Akt des Fahrens des Fahrzeugs (2) zu übernehmen, als gering detektiert wird, und mit einer geringeren Dringlichkeit ausgibt, wenn die Bereitschaft des Fahrers des Fahrzeugs, den Akt des Fahrens des Fahrzeugs (2) zu übernehmen, als groß detektiert wird.

4. Anordnung (1) nach einem der Ansprüche 1-3, **dadurch gekennzeichnet, dass** die Detektionsanordnung (5) ferner Fahrerüberwachungssensoren und Eingabebeurteilungen, die eine Fahrerüberwachungskamera (5a) und/oder einen Lenkradrehmomentsensor (5b) und/oder eine Sitzpositionsdetektionsanordnung (5c) enthalten, umfassen.

5. Anordnung (1) nach einem der Ansprüche 1-4, **dadurch gekennzeichnet, dass** die Überwachungsmittel (4) ausgelegt sind, die Verfügbarkeit von Eingaben in die Fahrzeugsteuereinheit (3) zu überwachen, um zu überwachen, ob diese ausreichend sind, um eine unbemannte autonome Fahrt des Fahrzeugs (2) beizubehalten, oder ob es einen Bedarf gibt, von einer unbemannten autonomen Fahrt zu einer manuellen Steuerung des Fahrzeugs (2) überzugehen.

6. Anordnung (1) nach Anspruch 5, **dadurch gekennzeichnet, dass** die Überwachungsmittel (4) ausgelegt sind, die Verfügbarkeit von Eingaben in die Fahrzeugsteuereinheit (3) zu überwachen, die Eingaben von mindestens einem von fahrzeugeigenen Systemen für die Detektion von umgebenden Fahrzeugen, Detektion von Fahrspuren, Detektion von Hindernissen und Systemen zum Liefern von Navigationsdaten umfassen.

7. Anordnung (1) nach Anspruch 4, **dadurch gekennzeichnet, dass** die Detektionsanordnung (5) ferner Fahrerüberwachungssensoren und Eingabebeurteilungen umfasst, die eine Fahrerblickrichtungsbestimmungsanordnung (5a1) umfassen.

8. Anordnung (1) nach einem der vorhergehenden Ansprüche, **dadurch gekennzeichnet, dass** das Warnausgabesystem (8) ausgelegt ist, die zeitangepassten Warninformationen an das Fahrzeugpassagierabteil (9) als eine visuelle Warnung und/oder eine Audiowarnung und/oder eine haptische Warnung auszugeben.

9. Motorfahrzeug (2) mit autonomen Fahrfähigkeiten und einer Fahrzeugsteuereinheit (3), die ausgelegt

ist, eine unbemannte autonome Fahrt zu steuern, **dadurch gekennzeichnet, dass** es eine Anordnung (1) für eine Übergabewarnung nach einem der Ansprüche 1-8 umfasst.

10. Verfahren für eine Übergabewarnung in einem Fahrzeug (2) mit autonomen Fahrfähigkeiten und einer Fahrzeugsteuereinheit (3), die ausgelegt ist, eine unbemannte autonome Fahrt zu steuern, das die folgenden Schritte umfasst:

Überwachen, ob es einen Bedarf gibt, von einer unbemannten autonomen Fahrt zu einer manuellen Steuerung des Fahrzeugs (2) überzugehen, unter Verwendung von Überwachungsmitteln (4);

Überwachen eines Fahrers eines Fahrzeugs (6) und Beurteilen der Bereitschaft des Fahrers des Fahrzeugs, den Akt des Fahrens des Fahrzeugs (2) zu übernehmen, unter Verwendung einer Detektionsanordnung (5);

dadurch gekennzeichnet, dass es ferner die folgenden Schritte umfasst:

Liefern von Warninformationen, wenn eine Fahrerübergabe durch die Überwachungsmittel (4) angefordert wird, und Anpassen einer Warninformationszeitplanung in Bezug auf die beurteilte Bereitschaft des Fahrers des Fahrzeugs, den Akt des Fahrens des Fahrzeugs (2) zu übernehmen, unter Verwendung einer Warnanordnung (7); und Ausgeben der zeitangepassten Warninformationen an ein Passagierabteil (9) des Fahrzeugs (2) unter Verwendung eines Warnausgabesystems (8).

Revendications

1. Agencement (1) d'avertissement de transfert de commande dans un véhicule (2) équipé de capacités de conduite autonome et d'un contrôleur de véhicule (3) agencé pour commander un déplacement autonome non piloté, comprenant :

des moyens de contrôle (4), agencés pour contrôler qu'il convient ou non de passer d'un déplacement autonome non piloté à une commande manuelle du véhicule (2) ;

un agencement de détection (5), agencé pour contrôler un conducteur de véhicule (6) et évaluer l'état de préparation du conducteur du véhicule à prendre la commande de la conduite du véhicule (2) ;

caractérisé en ce qu'il comprend en outre :

un agencement d'avertissement (7), agen-

cé pour fournir des informations d'avertissement quand un transfert de la commande au conducteur est demandé par les moyens de contrôle (4), lequel agencement d'avertissement (7) est adapté en outre pour adapter une temporisation des informations d'avertissement relativement à l'état de préparation évalué du conducteur de véhicule à prendre la commande de la conduite du véhicule (2) ;
un système de production d'avertissement (8), agencé pour produire les informations d'avertissement adaptées dans le temps dans un habitacle passagers (9) du véhicule (2).

2. Agencement (1) selon la revendication 1, **caractérisé en ce que** l'agencement d'avertissement (7) est agencé en outre pour adapter la temporisation des informations d'avertissement de telle sorte que le système de production d'avertissement (8) produise les informations d'avertissement plus tôt s'il est détecté que l'état de préparation du conducteur de véhicule à prendre la commande de la conduite du véhicule (2) est faible, et plus tard s'il est détecté que l'état de préparation du conducteur du véhicule à prendre la commande de la conduite du véhicule (2) est élevé.

3. Agencement (1) selon l'une quelconque des revendications 1 ou 2, **caractérisé en ce que** l'agencement d'avertissement (7) est agencé en outre pour adapter l'urgence des informations d'avertissement de telle sorte que le système de production d'avertissement (8) produisent les informations d'avertissement à un degré d'urgence supérieur s'il est détecté que l'état de préparation du conducteur de véhicule à prendre la commande de la conduite du véhicule (2) est bas, et à un degré d'urgence inférieur s'il est détecté que l'état de préparation du conducteur du véhicule à prendre la commande de la conduite du véhicule (2) est élevé.

4. Agencement (1) selon l'une quelconque des revendications 1 à 3, **caractérisé en ce que** l'agencement de détection (5) comprend en outre des capteurs de contrôle du conducteur et des agencements d'entrée comprenant au moins l'un d'une caméra de contrôle du conducteur (5a), d'un capteur de couple de volant (5b) et d'un agencement de détection de position de siège (5c).

5. Agencement (1) selon l'une quelconque des revendications 1 à 4, **caractérisé en ce que** les moyens de contrôle (4) sont agencés pour contrôler la disponibilité d'entrées dans le contrôleur de véhicule (3) pour contrôler que celles-ci sont suffisantes pour maintenir un déplacement autonome non piloté du

véhicule (2) ou qu'il est nécessaire de passer du déplacement autonome non piloté à une commande manuelle du véhicule (2).

6. Agencement (1) selon la revendication 5, **caractérisé en ce que** les moyens de contrôle (4) sont agencés pour contrôler la disponibilité d'entrées dans le contrôleur de véhicule (3) comprenant des entrées depuis au moins l'un de systèmes embarqués de détection de véhicules périphériques, de détection de voies de circulation, de détection d'obstacles et de systèmes de fourniture de données de navigation. 5
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7. Agencement (1) selon la revendication 4, **caractérisé en ce que** l'agencement de détection (5) comprend en outre des capteurs de contrôle de conducteur et des agencements d'entrée comprenant un agencement de détermination du sens du regard du conducteur (5a). 15
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8. Agencement (1) selon l'une quelconque des revendications précédentes, **caractérisé en ce que** le système de production d'avertissement (8) est agencé pour produire les informations d'avertissement adaptées dans le temps dans l'habitacle passagers (9) du véhicule (2) sous forme au moins d'un avertissement visuel, d'un avertissement sonore et d'un avertissement haptique. 25
9. Véhicule automobile (2) doté de capacités de conduite autonome et d'un contrôleur de véhicule (3) agencé pour commander un déplacement autonome non piloté, **caractérisé en ce qu'il** comprend un agencement (1) d'avertissement de transfert de commande selon l'une quelconque des revendications 1 à 8. 30
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10. Procédé d'avertissement de transfert de commande dans un véhicule (2) équipé de capacités de conduite autonome et d'un contrôleur de véhicule (3) agencé pour commander un déplacement autonome non piloté, comprenant les étapes consistant à : 40

contrôler qu'il convient ou non de passer d'un déplacement autonome non piloté à une commande manuelle du véhicule (2) en utilisant des moyens de contrôle (4) ; 45

contrôler un conducteur de véhicule (6) et évaluer l'état de préparation du conducteur du véhicule à prendre la commande de la conduite du véhicule (2) en utilisant un agencement de détection (5) ; 50

caractérisé en ce qu'il comprend en outre les étapes consistant à : 55

fournir des informations d'avertissement quand un transfert de la commande au conducteur est demandé par les moyens de

contrôle (4), et adapter une temporisation des informations d'avertissement relative-ment à l'état de préparation évalué du conducteur de véhicule à prendre la commande de la conduite du véhicule (2) en utilisant un agencement d'avertissement (7) ; et produire les informations d'avertissement adaptées dans le temps dans un habitacle passagers (9) du véhicule (2) en utilisant un système de production d'avertissement (8).

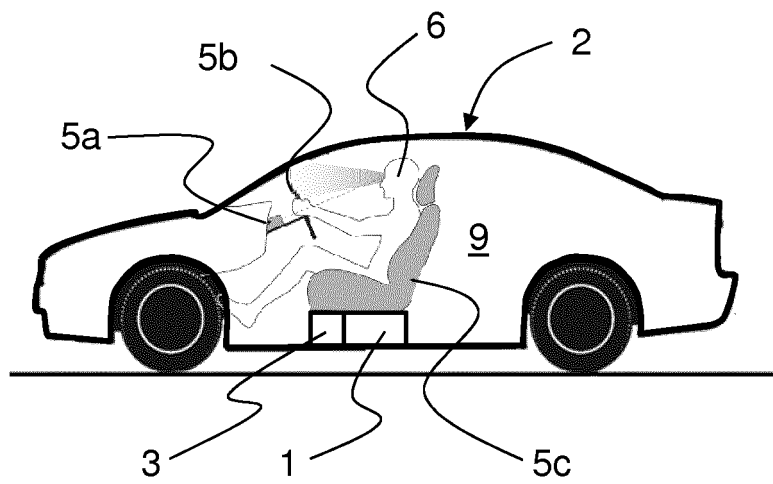


Fig. 1

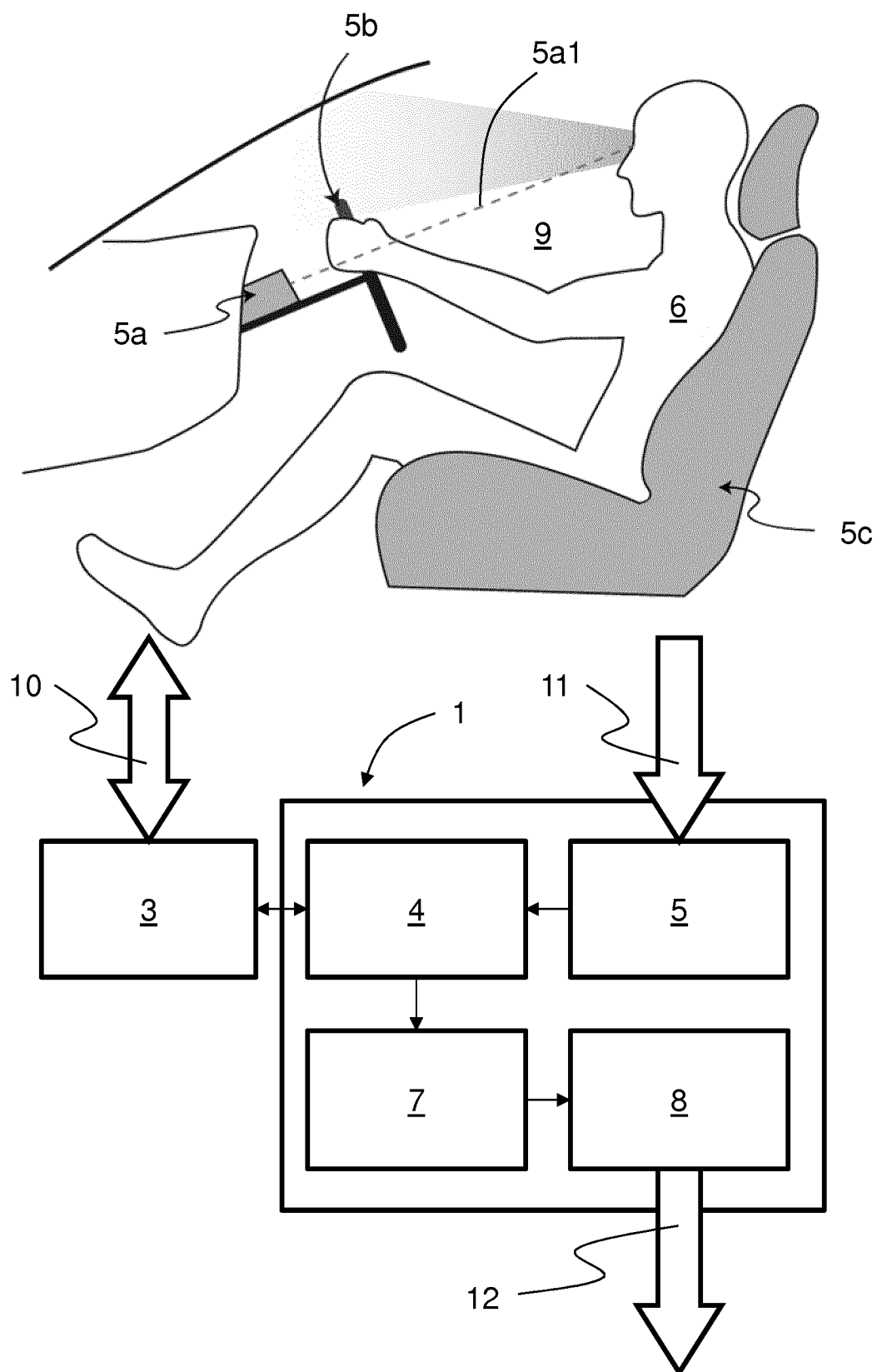


Fig. 2

REFERENCES CITED IN THE DESCRIPTION

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